ger Trains between Washington and Bal-will rap as follows: TRAINS MOVING HORTH. 1.—HALTINORE WAY STATION AND ISBURG TRAIN—Leave Washington 6.16 LARRIBURG THAIN—Leave Washington 6. 16.

m. Arrive at Baltimore 8. 00 a. m.

MO. 2.—MEW YORK AND PHILADELPHIA
EXPERIS—Leave Washington 7. 30 a. m. Arve at Philadelphia 1. 50 p. m.; Rew York 8. 30

m. Ro Baltimore tickets sold.

No. 3.—HALTIMORES AND WESTERN TRAIN
Leave Washington 6. 15 a. m., stopping at
Na stations, connecting at Relay with the But

4. -NEW YORK MAIL TRAIN .- Leave Washington II. 10
12.40 p. m.; Philadelphia 5.37 p.
12.40 p. m.; Philadelphia 5.37 p.
12.40 p. m.; Philadelphia 6.37 p.
13.4 m.; Philadelphia 6.37 p.
14.5 p. m.; Communication and Communicatio necting at Relay with Frederick Italia. Arrive at Baltimore 4. 5p. m. No. 6.—BALTIMORE COMMUTATION AND NO. 6.—BALTIMORE COMMUTATION AND PHILLADELPHIA TALAIN—Leave Washington 4. 30 p. m. Arrive at Baltimore 6. 10 p. m. This train stops at Blademakurg, Beltsville, Lancit, and Anuspolts Junction only. No. 7.—BOSTON, ALBARY AND NEW YORK EXPRESS THAIN—Leave Washington 6. 50 p. m. Arrive at New York 4. 00 a. m. Mails and passengers by this train connect with all the early movering, lines leaving New York for the Early Morth and West. No Philadelphia and Baltimore tickets sold by this train, which is limited in capacity by Government orders, to insure the mails.

TRAIN—Lowe Washington at 6.40 p.m. Arrive at Baltimore at 8.35 p.m., Re. 9.—NEW YOLK, PHILADELPHIA and WESTERN TRAIN—Leave Washington at 7.30 p.m., stopping at Relay House for Western Basesquers to take Express Train for Grafton, Wheeling, Parkersburg, and all points in the West. Reaches New York at 6.15 a.m. For Annapolis the connections will be made with the 8.15 a.m. and the 3 and 4.50 p.m. from Washington. No train to or from Annapolises as Smaley.

With the S. is. A. Roll of the Trom Washington. No train to or from Anapoles es Senday.

BUNDAY TRAINS.

The only trains from Washington for passengers an Suckay Buttoners, and 7.50 pp. m. for 30 pp. m. for 10 pp

id the No. 6 at 2.50 and 10. The Septing care direct to New York on 7.30 p.
I trains daily.
Through takets to the West, as well as to
Through takets to the West, as well as to
Through takets to the West, as well as to
Thiladeiphia, Kew York or Boston, can be had
A the Station Ticket Office at all hours in the
along and the Station Through policy of the Station Telest Office, the American
felegraph Building, Pennsylvania avenue, beween Four-and-a-Half and Sixth streets.
Baggage will be checked at all hours; also for
through points, to save trouble and confusion at
the departure of the trains.
For further information, tickets of every kind,
&c., apply to George B. Koonts, Agent at Washington, or at the Ticket Office.

M. COLE,
delp-if General Ticket Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE BAILBOAD.

TIME TABLE. TIME TABLE.

Commencing MONDAY, December 19th, 1864, trains will leave depot, corner of Broad street and Washington avenue, as follows: Express Train at 4.05 a. m., (Mondays excepted.) for Baltimore and Washington, stopping at Wilmington, Perrywlie, Havre-de-Grace, Aberdeea, Perryman's, and Magnolia. Way Mall Train at 8.15 a. m., (Sundays excepted.) for Baltimore, stopping at all regular stations, connecting with Delaware railroad at Wilmington for Milford, Balisbury, and intermediate stations.

to stations.

(kpress Train at 1.15 p. m., (Sundays exted.) for Baltimore and Washington, stopping Chester, Wilmington, Eikton, Perryville, Havre-de-Grace.

Magnolia.

Nght Express at 11.15 p. m., for Baltimore and Washington, stopping at Chester, (only to take Baltimore and Washington passengers,)
Wilmington, Newark, Sikton, Northeast, Perryville, and Havre-de-Grace
Passengers for Fortress Monros will take the

Passengers for Portress monvo-15 a. m. train. 16 a. m. train. ACCOMMODATION TRAINS—Stopping at all stions between Philadelphia and Wilming-Leave Philadelphia at 11.00 a. m., 4.00, 5.30 ad 10.00 p. m. The 4.00 p. m. train connects with Delaware Railroad for Milford and inter-

late stations. save Wilmington at 7, 15 and 9, 30 a. m., 2, 30 P. IR. CHESTER FOR PHILADELPHIA—Leave Ches-ter at 8, 18, 10, 14 a. m., 12, 36, 3, 13, 4, 54, 7, 20

ter at 5.18, 10.14 a. m., 12.36, 3.15, a.06, r. and 9.05 p. m.
SUNDAY TRAINS.
Express Train at 4.03 a. m. for Baltimore and
Washington, stopping at Witnington, Perryville, Havre-de-Grace, Aberdeen, Parryman's ville, Harre-de-Grace, Aberdeen, Ferryman's and Magnolises, at 11.15 p. m. for Baltimore and Washington, stopping at Chester, (for Balti-more and Washington passengers.) Wilmington, Mawark, Ekkton, North-East, Perryville and Hayre-de-Grace.

Harro-de-Grace.

Accommodation Train at 10 p. m. for Wilmington and Way Stations.

BALTIMORE FOR PHILADELPHIA.

Leave Baltimore as 9.25 p. m., stopping at
Havre-de-Grace, Perryville and Wilmington.
Also stops as Elkton and Newark (to take peaseagers for Philadelphia and leave passengers
from Washington or Baltimore, Jud Chester to
leave passengers from Baltimore or Washing-Leave Wilmington for Philadelphia at 6. 30

m: FROM BALTIMORE TO PHILADELPHIA.
Leave Baltimore 8. 25 a. m., Way Mail; 1. 10
m., Express; 4. 25 p. m., Way Train; 6. 35
m. Express; 9. 25 p. m., Express;
TRAINS FOR BALTIMORE
Leave Chester at 8.57 a. m., 1. 50 and 11. 50

E. m., Leave Wilmington at 5.13, 9.40 a. m., 2.25, 4.68 and 12.25 p. m. PREGHT TRAIN, with passenger car attached, will leave Wilmington for Perryville and intermediate stations at 7.55 p. m. janii H. F. KENNEY, Superintendent,

EXPRESS. A DAMS EXPRESS COMPANY,
OFFICE 314 PENN. AVENUE,
WASHINGTON GITT, D. C.
GREAT EASTERN, NORTHERN, AND WESTERN
EXPRESS FORWAILDERS.

Merchandise, Muney, Jowelry, Valuables, Notes, Stocks, Bonds, &c., Forwarded with SAFETY AND DISPATCH to all accessible sections of the country. This Comaccessible sections of the country. This Com-pany has Agencies in the principal railway towns is the MORTH, EAST, WEST, AND NORTHWEST its principal offices are

Its principal offices are
WASHINGTON, D. C., NEW YORK, BOSTON,
PHILABRIPHIA, BALTIMORR, CINCINNATI, ST. LOUIS, LOUISVILLE, EXINGTON.
Gonnections are made at New York and Boston
with lines forwarding its the Ganadas and to the
British Provinces, and with steamship lines to
Liverpool, Routhampten and Hayre, and thence
by European axpresses to all prominent commercial towas in Great British and on the Continunt.
Collection of Noise, Drafte and Bills made at
all accessible parts of the United States.

G. DUNN, Agent,
jell. Washington, D. C.

367 KIDWELL & HENDERSON. 367

PAPER HANGINGS. WINDOW SHADES.

the CITY or COUNTRY,

SHADE TRIMMINGS, Salling at REDUCED PRICES,

KEG HARDWARK
CUT NAILS—Finished, 6 to 12d; Feace, S to
12d; Bex, 5, 7, 94.
CUT SPINES—I to 7 inches.
CLINCH NAILS
PRESSED AND HOAT SPINES.
HOSHE HARDS, Bardon's Government, No. 1
to 5; Burdon's City, No. 1 to 5; C, and
F, No. 1 to 4; Male Shoes, 1, 2, 3,
HORSE NAILS—Order's, e to 10; Petoam's,
e to 10; Petuam's, "X," 6 to 10; New
Leadon, 6 to 10; 'American, "6 to 10.
apil TREES; NET GASH, All work to their line executed promptly in

Daily National Republican.

RAILHOADS.

NEW YORK LINES.

THE CAMDEN AND ARBOY AND PRILADEL-PHIA AND TRESTON RAILEGAD COMPA-NIES' LINES.

PROM WALNUT STREET WHARF AND KENSINGTON DEPOT,

WILL LEAVE AS POLLOWS, VIE: m., via Camden and Amboy-C. an

At 12 m., vin Camden and Auboy—U. and A. Assoummodaffon...

At 2 p. m., vin Camden and Amboy—U. and A. Express.

At 3 p. m., vin Kensington and Jersey City—Washington and N. Express.

At 3 p. m., vin Kensington and Jersey City—Washington and N. Express.

At 314 p. m., vin Kensington and Jersey City—Seuting Mail.

At 114 p. m., vin Kensington and Jersey City—Southern Mail.

At 154 (Night, vin Kensington and Jersey city—Southern Mayress.

At 6 p. m., vin Camden and Amboy—Accommodation (freight and passenger)

lat class ticket.

2d class ticket.

The 8.15 p. m. Evening Mail and the 1 (Night) Southern Express will ran daily, others, Sundays excepted.)

p. m.
From foot of Cortland street at 7, 8, and 10 a.
m., 12 m., 4 and 6 p. m., and 12 night.
The 6 p. m. line runs d.lly; (all others, San-lays excepted.)
W. H. GATZMKE Asont.

lays excepted.)

W. H. GATZMER, Agent,
Philadelphia and New York Lines.
PHILADELPHIA, Dec. 23, 1863.

dell

NORTHWEST AND SOUTHWEST.

THE 4.30 P. M. TRAIN FROM WASHINGTON Connects with the 5 p. m. train from Bal-timore for Pittsburg and Eric.

THE 6.45 P. M. TRAIN FROM WASHINGTON
Connects with the 10 p. m. Express from
Baltimore and runs through to Pittsburgh and Einits, without change
of cars, connecting at Pittshurgh
for Cincinnait, Chicago, and
St. Louis, and at Hinte
for Burialo, Mechester, and Syracuse.

ONE THROUGH TRAIN ON SUNDAY, Leaving Washington at 3 o'clock p. m.

SLEEPING CARS ON NIGHT TRAINS.

LOW PARK AND QUICK TIME.

STEAMSHIPS.

STEAMSHIP COMPANY, (OLD LINE,) TEW YORK, ALEXANDRIA, WASHINGTON

rect,) New York.
For freight or passage apply to
C. P. HOUGHTON, Agent.

SCREW STEAMERS

AND GEORGETOWN. STEAMERS

E. C. KNIGHT, Captain J. J. Mason, JOHN GIBSON, " J. R. Kelly,

few York.

Freight received daily, handled in the most areful manner, and delivered with the greatest

For Freight and passes, apply to W. R. SNOW & CO.

Passage and State-rooms can be engaged at the Company's Office, 241 F street, between Thir-centh and Fourteenth, Washington, D. C. juic-d

H. ELVANS & CO., Louislans avenue and 303 C street WASHINGTON, D. C., DEALESS IN

JOHN R. RLVANS & CO.

107 Water street, Georgetown, FLOWERS & BOWEN, Alexandria, Va., H. B. CROMWELL & CO., S6 West street, New York.

commodation.

. via Camden and Jersey City-

PHILADELPHIA TO NEW YORK

WASHINGTON, D. C., WEDNESDAY EVENING, AUGUST 30, 1865.

PROPOSALS. ARRANGEMENTS 1864 STEAMBOATS, WHARF-BOATS, BARGES, AND OTHER PROPERTY.

QUANTERMANTER GENERAL'S OFFICE, MARKETON, D. C., July 30, 1865.
Sealed Proposals are invited and will be received at the places, and until the dates herein after named, for the purchase of the following-named. named STEAMBOATS, WHARP-BOATS, BARGES, and other property.

other property.

AT LOUISVILLE, KY., UNTIL, WEDNESDAY, AUGUST 30, 12 m., for the Model Barges Charmer, Beary Clay, Woolfolk, Payne No. 5, and B. Norton, and for seventeen (17) Guawale Barges; All of which can be seen at LOUISVILLE, KENTUCKY, until the day of cale. For the side-wheel Steamboat D. A. January, registered 700 tons. Side-wheel Steamboat Dho, (wreck.) And thirteen (13) Guawale Barges. All of which can be seen at NEW ALBANY, INDIANA, until the day of cale.

AT ST. LOUIS, MISSOURI, UNTIL TURSDAY, SEPTEMBER 5, 12 m., Side-wheel Steamer Anlocat, registered 502 tons. Side-wheel Steamer Letts, registered 476 tons. Side-wheel Steamer J. H. Baldwin, registered 208 tons. Bide-wheel Steamer John Raine, registered 620 tons.

blue-wheel Steamer Baltie, registered of tons. Side-wheel Steamer Baltie, registered 700 tons. Stern-wheel Steamer Rimms, registered 394 tons. Stern-wheel Steamer Alpha. registered 200 tons. Stern-wheel Steamer Alpha. registered 200 tons. Stern-wheel Steamer Alpha. registered 200 tons. PHILADELPHIA AND NEW YORK LINES. PHILADRIPHIA AND NEW YORK LASS. Leave Walnut street wharf at 8 and 8 a.m., 13 m., and 2 p. m. Leave Kensington Depot at 11.15 a.m., 2.35, 4.30 and 6.45 p. m. and 12.50 a.m. (night.) The 6.45 p. m. line runs daily; (all others, Sundays excepted.) itern - wheel Steamer Nick W. Hughes, registere 180 tons. Stern-wheel (tow-boat) Steamer Newaboy, regis tered 123 tons.

-wheel Steamer M. V. Baird, registered 91

GREAT PENNSYLVANIA ROUTE TO 250 tons. ern-wheel Steamer Lioness (tow-boat,) regis-tered 233 tons. tern-wheel Steamer Carrie Jacobs, registered

100 tone, J. T. Rumsey, registered 60 tone. Serew Tug Michigan, registered 125 tone. Serew Tug Hiron, registered 125 tone. Serew Tug Hiron, registered 125 tone, and Wharf-boat Dearborn, 200 tone.

ALSO,
For the Model Barges General Sheridan, Kenkuk THE 6.15 A. M. TRAIN FROM WASHINGTON Connects with the 9.30 a. m. train from Sal-timore for Pittsburgh and the West, and for Rimira, Buffale, Rochester, Dun-kirs, Canandaigus, and Kinggra-Falls, and for New York City.

Wharf-boat Desiroors, Soutons.

For the Model Barges General Sheridan, Keokuk No. 1, Keokuk No. 2, Trenton, St. Louis, Hartford, Anns. Archle, Larimer, William Tell, Frank Dougherty, Duchess, Chantle, Phillips, Valcan No. 1, Valcan No. 2, Vulcan No. 3, Vulcan No. 4, Vulcan No. 5, Vulcan No. 4, Vulcan No. 6, Vulcan No. 6, Vulcan No. 7, Rosa, Glendale, Rowens, J. C. Gault, Rob Grier, Dan Risiey, Ed. Kline, Sunie, Jessie, Gilmore, Southerner, Guthrie, C. J. Caffrey, Ben. Gerrish, Cartwright, and hurst wrecks of Guthrie, Haight, and Hercules.

C. J. Caffrey. Ben. Gorrish, Cariwright, and burnt wrecks of Outhrie, Haight, and Hercules.

And seven (7) guawale Barges.
All of which can be seen at ST. LOUIS MISBOURI, until the day of sale.

Also, One (1) Wharf-boat, 300 tons; Wharfboat, J. C. Irwin, 148 tons; seventy-seven (77) Gunwale Barges; model Barges Emma, Panny, Adam Sproule, Laura, and Roanoke; six (6) Coal Boats; one (1) Yawi Boat; four (4) Skiffs, and two (2) Small Plant; India (4) Skiffs, and two (2) Small Plant; Lillinois, and it is the day of sale.

All of which can be seen at CAMIO, ILLINOIS, until the day of sale.

Also, Stern-wheel Steamer Lue Raves, registered 50 tons; model Barges Austerlitz, Westmoreland, Roanoke, Josephine, and No. 9; and three (3) Box Barges.

All of which can be seen at EVANSVILLE, INDIANA, until the day of sale.

Also, Stew Try Little Glant, registered 55 tons; and six (6) Gunwale Barges.

All of which can be seen at MEMPHIS, TEN-KESSEE, until the day of sale.

Also, One (1) Wharf-boat, 426 tons; one (1) Gunwale Barge, and two (2) Coal Boats.

All of which can be seen at HELESA, All-KANNAS, until the day of sale.

Persons making proposals for more than one.

J. N. DUHARRY,
Superintendent N. C. E. E.
E. J. WILKINS,
JRO. GILLETT, Passenger and Tieket Agent.
Corner Sixth street and Pennsylvania avenue.
do26-tf NEW YORK WASHINGTON

WHITE RIVER until the day of sale.

Persons making proposals for more thus one boat or barge should give the name or number of each host or barge should give the name or number of each host or barge bid for, with price proposed to be given for each.

Sach cavelope containing a bid should be sealed, and the name of the boat or barge, or description of the property endorsed thereon, and addressed to Hityadiur General L. B. Parsons, Chief of Ikail and River Transportation, in care of the officer is charge of River Transportation at the points designated for opening bids.

The Government reserves the right to withdraw any of the shove property, and to reject proposals if deemed too low.

Tay ment to be made in United States currency not the delivery of the property.

A fall description of the property may be obtained on application to Colonel Arthur Edwards, Assistant Quartermaster General.

By order of the Quartermaster General.

ANN SLIZA.

Regular Sailing Days TUESDATS and FRI-AYS, at 12m., from foot of High street, George-wu, and Pier 15, East River, (foot of Wall rect.) New York.

O. P. HOUGHTON, Agent,
foot of High street, Georgetown,
M. KLDHIDGE & Georgetown,
M. KLDHIDGE & Georgetown,
Primes Set Where All Anderia,
JAMES HAND, Agent,
117 Wall street, New York,
Freight received constantly and forwarded to
all prints of the country with dispatch, at lowest
rates LEWIS B. PARSONS, Brig. Gen., and Chief of Hall and Elver Traus-MAYOR'S OFFICE, AUGUST 18, 1865. ATLANTIC STEAMSHIP CO.'S LINE

MAYOR'S OFFICE, AUGUST 18, 1865.

Sealed proposals will be received by the sudersigned until 120 clock, m., on MONDAY, 28th instant, for the building of a sewer in the north alley in Reservation test, (10) under the following set of the Corporation of the city of Washington, approved August 4, 1853:

Bet tenested by the Bourd of the City of Woshington, That the Mayor be, and he is hereby, suthorized and requested to cause a two-long the work of the Corporation of the City of Woshington, That the Mayor be, and he is hereby, suthorized and requested to cause a two-long the constructed in the construction to the the construction of the City serves and a shelf street west, the sewer in Four-and-a-half street west; the work to be constructed for, and to be done under the street in Four-and-a-half street west; the work to be constructed for, and to be done under the direction of the City Surveyer and superlation-ence of the Commissioner of the Fourith ward; and to defray the expense incurred under this set a special tax equals to the cost of the same be, and the same is hereby, imposed and assessed on the property on the north front of Carteet north, between Third attest west and Four-and-a-half street west, benaffied by the said sewer, in secondance with the previsions of the act of Congress approved February 23, 1853, and to be collected in accordance with the act approved May 13, 1853, for accossing and collecting the costs of four havements.

Bidders will state the price per lineal foot, NEW YORK, WASHINGTON, ALEXANDRIA, Leave Pier No. 12, North River, New York, at 4 "clock, p. m., Tuesdays and Fridays. Leave Show 's wharf, 107 Water street, Georgewn, at 9 a. m., Wednesdays and Saturdays, for Freight received daily, handled in the most careful manner, and delivered with the greatest dispatch, at fair rates.

Passage and State-rooms, with superioraccom-modations for comfort and pleasure, direct through from Washington to Albany, Troy, and Saratogs. Ticknet good for either night or day steamers, St. John, Headrick Hadson, Daniel Drew and C. Vibbard, on the Hudson river, Through to Providence and Beston by the splendid steamers of the Neptune Stammship Company, and to Portland by Comwell's old-established line.

Antional Republican

WEDNESDAY EVENING AUGUST 30, 1868.

MAILS TO CHINA AND JAPAN. The only response to the call of the Postsaster General for meil service between San Francisco and China, via Sandwich Islands, 1865, came from the Pacific Mail Steamship Company, and was accepted by the Department. The compensation therefor is \$500,000 per annum for the performance of twelve ound trips between San Francisco and Hong Kong, China, touching at Honolulu, in the The company are to build for the service four first-class American side-wheel steamships, ernment measurement, to be constructed of

ments adapted to sea-going steamships of the first class. The first steamer to leave San Pranelsco with the mails for Japan and Chins on or before the ist day of January, 1867, and the term of contract to be ten years from date of sailing of first steamer from the port.

This is one of the most important events of the day, and inaugurales a new era in the commerce of our country. With this line of steamships regularly established, and the completion of the Pacific railway, which will now become an absolute necessity, we become the masters of commerce, and New York becomes the great commercial emporium of the world. Foreseeing these results as accruing from the establishment of such a line of steamships as was contracted for to-day, Postmaster General Dennison, in his report to Congress last winter, suggested its importance, and an act was thereupon passed authorising the Postmaster General to contract for the mail service above set forth. Remarking upon this great enterprise, the Postmaster General asys:

"There are other ocean routes besides the one to Real will be a safely and profit.

Postmaster General says:

"There are other ocean routes besides the one to Brazil, which can be safely and profitably occupied by American lines of mail steamers; among which the route between San Francisco, Japan, and China, at present unoccupied by foreign mail packets, is, perpoint of view, and may be made available in securing to us a large participation in the commerce of the East, the greater portion of which is now enjoyed by Great Bittain through her mail steamship connections via Suez in the Indiau Ocean and China Seas. Sues in the Indian Ocean and China Sean. The central position of the United States between Eastern Asia and Western Burope, affording routes but little longer, if any, than those now traversed between these distant regions, aided by the superior expedition of railway transportation between the Atlantic and Pacific coasts will furnish such facilities as will make their adoption a practical necessity for the commercial intercourse between Eastern and the propulsor countries of essity for the commercial intercourse be-ween Europe and the populous countries of fastern Asia.

"These considerations and others which will

"These considerations, and others which will readily suggest themselves, render it import-ant that the Pasific routes properly belonging to us should be occupied by American mail steamers, the profits of which, with the addi-tion of a small subsidy for the mail service, would justify the establishment of one or more steamship lines which would be remu-nerative to the proprietors."

The Mississippi Convention-Views of

a Massachusetts Congressman.
The Worcester Spy, edited by Mr. Jons
D. Baldwin, member of Congress, has the following remarks in relation to the late Constitutional Convention of Mississippi :

stitutional Convention of Mississippi:

There is a question of greater importance in which the country has some interest, but which does not appear to have occurred to this convention. The population of Mississippi is not far from six hundred thousand, of whom more than one half were formerly shaves, but under the new constitution will be a part of the free, representative population of the State. Before the war the proportion of the white male population to the black, throughout the State, was very nearly equal. Yet the former, with all the executive and legislative power restored to them,

will spirt up in a stream 2 hundred feet III, and as thick as the main must of the sanks.

succe in the courts of a public provisions made succeins, have no influence present by which they are counted for all the other purposes of representation, they are forbidden to say what that representation shall be, and are treated in every respect as a degraded and subject race. If there were no questions of policy involved, no considerations of public safety to be thought of, a decent regard for justice would require us to say to such an application.

"The United States can be no party to prevent the provide for their representation neither that the people of Mississippi provide for their representation of the provide for their representation of the transides.

The United States can be no party to prevent the people of Mississippi provide for their representation of the captain of the will spirt up in a stream 2 hundred feet III, and as thick as the main must of the invasides.

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The Mexican Question in Europe. We print below an article from the London

Times in relation to the Mexican question. The French journals publish at the sam to France, in return for which the Duke of of Maximilian. This looks like wild schem found foolish enough to go at Napoleon's in-stigation to Mexico, another may be found to accept the succession to a crown not yet

stigation to Mexico, another may be found to accept the succession to a crown not yet fixed upon any one's head:

"The embarrassments of the Mexican question, though not unexpected, are beginning to assume unwelcome prominence, and the dilemma, it must be confessed, is complete enough to disturb the most prudent of Governments. The Americans have now brought their civil war to a cless, and if they are burdened with an enormous debt, they have scarcely yet felt its pressure, and are contemplating their prospects with characteristic confidence and unabated energies.

They have powerful startes still on foot, conducted by able and successful generals; their nary is still formidable, and all the means of campaigning exists in readiness and abundance. Under these circumstances they are left to consider a kind of national challenge, given at a time when they were cannible to attend to it, but still displayed openly before them and the world. The Emperor of the French, in organising and effecting the conquest of Mexico, set the famous Monroe doctrine at defiance. He did what the Americans had declared that no European Power should ever be permitted to do. He established a monarchial governe. European Power should ever be permitted to do. He established a monarchial govern ted. Mexico is actually an empire, ruled by a European bayonets. The Americans must either let this pass, or they must resent it at the cost of war, and the perplexities of the alternative may be inferred from the contradictory reports which have recently reached us. In one part of our intelligence yesterday it was stated that the Americans would almost certainly field. In other than the contradiction of the contradiction of

ing would devote is to be immediately disbanded.

"We should hail such a decision with unalloyed satisfaction, but it is probable, nevertheless, that the question is rather suspended than resolved. The Americans cannot fail to draw encouragement from the notorious difficulties of the case itself. They know fell well that France has got a bad bargain, and that Frenchmen are perfectly alive to the fact. France would not only have to fight the United States at a great disadvantage, but she would be fighting for a price held in no kind of esteem. For once war and conquest have proved unpopular in France, and there is scarcely a party or class in the State which does not regard the Mexican expedition with strong dislike. Nor is the Emperor himself at all insensible to the charges and risks of the enterprise. It has cost him much as it stands, and has returned very little, and an American war to the account, and the result would be alarming. Naturally, therefore, the Americans imagine that a time must come when a decided word quietty spoken by their Government would induce the Emperor to take a step which, after all, would be taken in his own interest and to the certain satisfaction of his subjects. Of such expectations a temporising policy is the natural result. At present any decisive action would only end in war, for the Emperor has said as much, and war the Americans are not disposed to provoke. So they reserve the questions, in hopes that time and events may bring about a more acceptable solution. "We should hall such a decision with ur

A. Ward "Strikes He."

A. Ward "Strikes He."

Saix River Bonks, —, 65.

My Deenest Bersy Jane: Here I am
cum, as Slick as Greas, out of the recch of
the "slings and arrears of outragis forchune,"
as the Poit sex. Ef anybody enqwires to
Baldinsville about Artemus Ward, that used Baldinsville about Artemus Ward, that used to be some in the Show Bixnes, say to them with a Tear in thy I, Artimeous (that's the Greek spell of my name) the great showman is dead...that is, to ignoble persoons. Tell them Artemus is no more Artemus, but "a body corporated," tell 'em Butsy Jane Ward is no more the wife of the captain of the Baldinsville milishy, but a lady. Betsy Jane, I've struck ite! I'm as ritch as Creasus. My ite will spirt up in a stream 2 hundred feet II, and as thick as the main mast of the irunsides.

While they are counted for all the other purposes of representation, they are forbidden to say what that representation shall be, and are treated in every respect as a degraded and subject race. If there were no questions of policy involved, no compiderations of public safety to be thought of, a decent regard for justice would require us to say to such an application.

"The United States can be no party to oppression; your constitution neither represents the people of Mississippi nor promises to provide for their representation hereafter; one-half the people of your State cannot bear testimeny in your couns; nor earning those rights which in a republic are the pride and the safety of a freewant; you have simply reorganized a fgovernment of privilege—the rule of a class, and with that the Federal Government have no sympathy."

Naval.

A Newport correspondent of the New York Commercial write on the 25th ult:

The steamer Florids arrived yesterday for the remaining effects of the Naval Academy. The grounds in front of the building are filled with helps and boyes, the property of the day of the property of the with helps and boyes, the property of the day of the property of the with helps and boyes, the property of the day of the property of the with helps and boyes, the property of the day of the property of the property of the day of the property of th

NO. 283.

BY TELEGRAPH.

Steamboa of Railway and Steamboa of Mariway and Steamboa Murders.

CHAPTER 1...DEVAILS OF THE TENNESSER SLAUGHTER.

NASHVILLE, Aug 28....By the arrival of the 6 o'clock train from the scene of the recent terrible disaster at Richland creek, it is learned that up to the hour at which the train left twenty-seven bodies had been recovered from the wreck. It is believed that some nine or ten more bodies will be found, as there remain several missing passengers to be accounted for.

The wounded, between sixty and seventy in number, have been sent to Huntaville and other places along the route.

A strong force is engaged in repairing the bridge and removing the wreck.

Public feeling runs very high with regard to the accident. It is claimed that the road has been notoriously unsafe for a long time,

has been noterlously unsafe for a long time, and that no attempt has been made to repair it satisfactorily since the close of the war.

live of them white, have been recovered from the wreck, near Reynolds' Station. One car, underneath the others, and in the bed of the stream, has not yet been reached. It is said to contain over twenty negro soldiers, who have of course purished.

have of course perished.

CHAP. II.—PETERSBURG.—TWO MEN KILLED.

FORTHERS MONROE, August 27.—The railroad train from Releigh, N. C., when near
Petersburg yesterday, ran off the track, and
two men were killed. The 4th New Hampshire regiment was on board, bound home.
We understand that none of them were materially injured.

We understand that none of them were materially injured.

CHAP. III.—A VERY SMALL ATTEMPT.

TARRYTOWY, N. Y., August 28.—The afternoon train from Albany broke an sale at East Haverstraw, whereby five or six cars were thrown from the track. One man, who was stealing a ride, had one leg and an arm broken. No one else was hurt.

CHAP. IV.—VHRDICT IN THE ARROW CASE.

The Colloging is the easily a children was a constant.

The following is the verdict of the coroner jury in the case of the steamboat Arrow:

We find that the deceased, John M. Wes

FORTHESS MONHOE, August 28. Brigadier General Osborne and staff arrived in Norfolk this morning from Richmond. The General is en route for his home at Chicago, expecting

to be mustered out.

The sale of Government mules and horses which took place at Camp Hamilton to-day was very satisfactory. The animals brought a high price, the average of which is not yet estimated.
The United States steamer Memphis, which

arrived yesterday, still lays at anchor, and it is understood she requires some repairs be

Bugs Hob-Nobbing.
BROWSSVILLE, TEXAS, August 5.—This evening Senor Robles, Mexican Minister of Public Works, came over the river on a visit, and was received by Gen. Steele, who gave his distinguished visitor a quiet dinner at Millar's Horis.

Among the guests were Generals Weitzel and Draper. After a pleasant repast, at which friendly sentiments were exchanged, the party broke up, Senor Robles recreasing the river.

he river.

The Minister is said to be a very agreeable on. He speaks some English, and is fluent man. He

in French.

Senor Romero and General Ortego are said to be on their way here, and are looked for daily. The visit of these two distinguished Liberals seems to point to something about to be done on the Rio Grande.

All quiet along the river at present. From Cuba-Slave Trade to be Revived

HAVANA, Aug. 26.—It is generally thought that if Gen. Hersundi takes the place of Gen. Dulce as Captain General of the Island the African slave trade will commence again

work I've that I used other repfro use. I consider the service of the town, and that the steamer would touch the town, and the town, and the the town, and the termin the theory. The Golden aparts the Hills of the town, and the steamer would touch the town. The Golden aparts the Hills of the town. The Golden aparts the Golden aparts the Golden apar

THE NATIONAL REPUBLICAN

THE DAILY NATIONAL REPUBLICAN IS

THE WEEKLY NATIONAL REPORTION is published every Friday morning; One copy one year, \$2.00; Three copies one year, \$5.00; Ten copies one year, \$6.00;

List of General Hospitales Under Direction of Surgeon R. O. Albott. U. S. A., Medical Director Department of Washington.

It Armory Square, Washington, D. C., Seventh street west, between C and D streets south, in charge of Surgeon D. W. Elles, U. S. V. street west, at terminus of city railroad, in charge of Surgeon O. A. Judson, U. S. V. 3. Campbell, Washington, D. C., Seventh street west, at terminus of city railroad north in charge of Surgeon A. F. Sheldon, U. S. V 4. Columbian, Washington, D. C., Four-

teenth street west, at terminus of city rail-road, in charge of Surgeon T. R. Crosby, U. S. V.

4. Columbian, Washington, D. C., Four-teenth street west, at terminus of city railing to and in charge of Surgeon T. R. Crosby, U. S. V.
5. Ricord, Washington, D. C., corner Four-teenth street and Massachusetts avenue, in charge of Surgeon C. W. Horner, U. S. V.
6. Douglas, Washington, D. C., corner of I street and New Jersey avenue, in charge of Assistant Surgeon Wm. Fr. Norris, U.S. A.
7. Emory, Washington, D. C., near Almahouse, east of the Capitol, in charge of Surgeon N. R. Moseley, U. S. V.
8. Fairfax Seminary, Virginia, two miles back of Alexandria, in charge of Surgeon David P. Smith, U. S. V.
9. Finley, Washington, D. C., Kendall Grean, Fourth street cast, north of the city, in charge of Surgeon G. L. Pancoast, U. S. V.
10. Harewood, Washington, D. C., Corcoran's farm, Seventh street west, in charge of Surgeon R. B. Bontecou, U. S. V.
11. Judiciary Square, Washington, D. C., Judiciary Square, Washington, D. C., Judiciary Square, E street north, between Fourth and Fifth streets west, in charge of Assistant Surgeon E. Griswold, U. S. V.
12. Kalorama, (small-pox.) Washington, D. C., Rock Creek, out Twenty-first street, in charge of Acting Assistant Surgeon B. J. Almooln, Washington, D. C., one mile east of the Capitol, in charge of Assistant Surgeon H. Allen, U. S. A.
13. Lincoln, Washington, D. C., one mile east of the Capitol, in charge of Assistant Surgeon H. Allen, U. S. A.
15. Seminary, Georgetown, D. C., corner of Washington and Gay street, in charge of Surgeon H. W. Ducachet, U. S. V.
16. Stanton, Washington, D. C., Fourteenth street, one half mile beyond the city limits, in charge of Assistant Surgeon H. S. V.
18. First Division General, Alexandria, Va., corner of Frinca and Columbus streets, in charge of Surgeon E. Bentley, U. S. V.
19. Second Division General, Alexandria, Va., corner of Frinca and Columbus streets, in charge of Surgeon E. Bentley, U. S. V.
20. Third Division General, Alexandria, Va., corner of Frince and Columbus attreets, in charge of Surgeon E. Bentley, U. S. V.
21. Third Divi

U. S. V. 22. Point Lookout General Hospital, Point

22. Foint Lookout General Hospital, Point Lookout, Maryland, in charge of Surgeon A. Heger, U. S. A.

23. Quartermaster's Hospital, K street north, between North Capitol and First streets, Dr. Lincoln in charge.

24. Quartermaster's Hospital, Cavalry Depot, Giesboro', L. O. Osmun, M. D., in charc's

II ARPER'S NEW MONTHLY MAGA-

A ZINE FOR SEPTEMBER, 1985.

SEPTEMBER.

With an Biostration
A TRIP TO BOOK SLUFF AND THE DEAD SEA
OF THE WEST — (Concluded.)
Lillerarations—Budgering the Badger—
Birsting of a Cloud in the Canon—Town of
Mono—Lake Shore—Mono Lake.
Leve IN A Budgering the Badger—
Birsting of a Cloud in the Canon—Town of
Mono—Lake Shore—Mono Lake.
Leve IN A Budgering
His STRING SHING SANON.
Lillerarations—Miss Pink's Back Half—
The object Making an Impression—Miss
Pink's Partiers—The Tall Brother—The
Control—The Cloud Room—The Broad Belt—
Only Barry Goodlack—Trooper.

SETURES OF SOURL LIFE IN HINA.

10.0000 From the Control—Budgeroom
Taking their Bridgeroom Worshipping the Control of Bib Dereased Ancestor—Charm to
Ward of SVI Sprint from a Bridge—Shadia Sedan
Child's Head when One Month Oil—Child
Siting on a Chalf when Food Month oil—
Grapping Flaythings when One Year Oil—
Fassing Through the Door
Tom Mallory's REVENOR.

AMASTHESIA.

THE FOOD HOUSE.

ANASTHESIA.
THE POND HOUSE,
MILFORT.

Federal Government have no sympathy."

Federal Government have no sympathy. Have no should have no should have no sympathy. Have no should have no